

**Thanks for Ordering
The Kawasaki Vulcan 800 Brake Pedal
from**



READ THIS BEFORE UNPACKING YOUR KIT!

This instruction booklet contains detailed steps for installing the Scootworks Ergonomic Brake Pedal on Kawasaki Vulcan 400A/B and 800A/B motorcycles. If you have any questions concerning installation of your new Scootworks accessory, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply.

Copyright 1998-2003 Scootworks, Inc. All Rights Reserved.

All graphics, and descriptions in this installation instruction booklet are intended for personal use only. Any reproduction, publishing or distribution of any materials in this booklet is strictly prohibited without the expressed written consent of Scootworks, Inc.

Instructions for Installing the Scootworks Ergonomic Brake Pedal on Vulcan 400 and 800 Motorcycles

Tools Needed:

- 2 ea. 10mm open-end wrenches
- 12mm socket/wrench
- 14mm socket
- 17mm socket (if you have Cobra or F&S Floorboards installed)
- A small amount of automotive wheel bearing grease

The installation of the Scootworks Ergonomic Brake Pedal is very straightforward, requiring minimal mechanical skills. However, Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction booklet as a result. If there are any steps you feel need improvement in instructions, please email support@scootworks.com and specify the area you are having trouble with.

Unpacking!

The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks Ergonomic Brake Pedal will come packed with these instructions.

BEGIN INSTALLATION

1. We'll begin with an unmodified motorcycle in the example below.



The pedal in the picture above is the original pedal supplied with the Vulcan 800, with a Kuryakyn Longhorn pedal cover installed. Notice the angle of the lever, easily blocking the front of one's foot. Many riders find that they ride with their right foot twisted towards the right, just to provide enough clearance to rest on the footpeg.

2. I prefer to install the brake pedal, while the bike is on a lift with the rear wheel spinning freely. This isn't necessary, but it makes readjustment of the rear brake (if needed) somewhat easier after installation. Remove

the two 12mm bolts that hold the front footpeg support to the frame. If you have installed a crashbar or floorboards, these two bolts may have been substituted with 17mm chrome bolts that are sometimes supplied with those accessories. This will allow easier access to the pinch bolt that secures the brake pedal to the linkage.

3. Once the lever/footpeg mount assembly is disconnected, loosen the 10mm locking nut on the brake pedal stop (as shown below, viewed from below). Adjust the stop bolt all the way into the bracket, allowing the pedal to rest as high as possible.



4. Loosen the 12mm pinch bolt on the splined linkage assembly. Completely remove this pinch bolt. Sometimes, it will be necessary to completely remove the rear brake adjuster nut (14mm nut on the end of the brake rod, attached to the rear wheel), in order to move the OEM brake pedal enough to remove the pinch bolt. Carefully slip the old brake pedal out of the mount, and set aside. Wipe any contamination from the bushing in the footpeg mount, and lubricate the wear surface with a bit of automotive wheel bearing grease.



5. Locate your new Scootworks Ergonomic Brake Pedal. Lubricate the wear surface, located just above the splines in the picture below, with a dab of automotive wheel bearing grease. Slip it back through the opening in the footpeg mount, and into the splined linkage assembly. Observe the arm of the lever, and engage the splines such that the lever is as high and close to the footpeg mount as possible (touching is preferred, as one can adjust this position once installed). Reinstall the 12mm pinch bolt, and tighten.



6. Reinstall the brake pedal and footpeg mount assembly to the frame of the motorcycle with the fasteners originally removed in step #2 above. Adjust the 10mm stop bolt (adjusted as high as possible and against the bracket in step #3 above), to provide approximately 1/16" clearance between the upper edge of the brake pedal

and the lower edge of the footpeg (or footpeg mounting clevis, if using floorboards). Secure this 10mm pedal stop bolt by locking its 10mm nut in this position.

7. Press on the brake pedal and notice the amount of travel before brakes are applied. If the rear wheel is clear of the ground, spin the rear wheel and adjust the 14mm rear brake adjustment nut in ½ revolution increments, until the brake pads are just beginning to make contact and slow the wheel. Press the pedal down firmly, release, and spin the rear wheel. Continue to tighten the 14mm rear brake adjustment nut and repeat this procedure until friction of the brakes is detected. Once detected, loosen the 14mm rear brake adjustment nut 1 revolution. If the rear wheel is not lifted off of the ground, roll the bike on level ground to check for resistance, and adjust per the procedure above. The 14mm rear brake adjustment nut is seen in the photo below.



8. Lastly, check for proper operation of the rear brake light. Switch the ignition “on”, but do not start the engine. Activate the front brake lever, the brake light should be observed in operation. If not, it’s likely that the rear brake switch is activated. If this condition is detected, adjust the rear brake switch by firmly grasping the black rubber boot covering it, and turning it “in” (clockwise, as viewed from above).

If the rear brake switch isn’t “on”, and proper operation is observed with the front brake lever, proceed to test the rear brake switch. Press the brake pedal down, and notice the operation of the rear brake light. If the switch activates too soon (to sensitive), grasp the black rubber boot covering it, and turn it “in” (clockwise, as viewed from above). Repeat the test and adjust as necessary.

If the switch requires a lot of brake pedal force or doesn’t activate at all (not sensitive enough), grasp the black rubber boot covering it, and turn it “out” (counterclockwise, as viewed from above). Repeat the test and adjust as necessary.

The location of this switch is seen in the photo below:



9. Congratulations! You're now finished with installation. The photo below shows the Scootworks Ergonomic brake pedal installed, complete with a Kuryakyn Longhorn pedal cover. Looks great, doesn't it?



FAQ's for your new Brake Pedal!

Question- Does the Scootworks Brake Pedal for my Vulcan 800 require any additional materials, fasteners, etc. for installation?

Answer- Nope. The Scootworks Brake Pedal comes complete with all parts needed for installation. The Scootworks Brake Pedal is a perfect fit for your originally supplied OEM pedal, requiring nothing special for installation.

Question- Will the Scootworks Brake Pedal work with my Fire and Steel floorboards?

Answer- Yes, they have been tested with a number of accessories, including F&S Floorboards, Hiway Hawk Floorboards, Cobra Floorboards, F&S and Custom Chrome Foot pegs, F&S Forward Controls covers, Cobra, F&S (large small), Custom World, and JCWhitney Crash bars, and several combinations of these. The brake pedal was designed to provide adequate clearance for all mounting hardware.

There have been a few customers who had a clearance problem when used with the F&S Large crashbar, due to the angles not always being duplicated the same in this specific model of crashbar. In most of these cases, careful adjustment yielded full functionality of the pedal.

Question- I can't remove the pinch bolt from the original pedal. It bumps into the frame and bracket when it's almost all the way out.

Answer- Sometimes, it will be necessary to completely remove the rear brake adjuster nut (14mm nut on the end of the brake rod, attached to the rear wheel), in order to move the OEM brake pedal enough to remove the pinch bolt.

Question- I have a problem with my riding boot not fitting under the OEM brake pedal. Will the Scootworks Brake Pedal provide enough room for a boot?

Answer- Yes, the Scootworks Brake Pedal provides up to 3" of clearance, depending on adjustment, between floorboards and pedal. A little more clearance is provided for foot pegs. This is adequate for most riders' boots.

Question- I'm approximately 5'2" tall, and have a short inseam. I have a problem with the stock brake pedal on my Vulcan 800 being so far forward, that I have to slip up in my saddle to press it down all the way. Will the Scootworks Brake Pedal help my situation? **Answer-** Yes, the Scootworks Brake Pedal is designed with approximately 1 1/2" additional 'turn back' at the pad, placing the pedal cover closer to the driver. The pedal position is adjustable, so this can be optimized for the individual rider.

Question- On my 800 Classic, I feel that I have to press the stock brake pedal a long ways, before the brakes really take hold. Will this be any different with the Scootworks Brake Pedal?

Answer- Yes, the Scootworks Brake Pedal has a longer arm moment, requiring less pedal travel for the same amount of work. Some customers have reported that their brakes 'felt better', because they didn't have to press the pedal as far down to stop the motorcycle.